

Intimation.



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A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributor.

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The Hongkong Telegraph.
HONGKONG, TUESDAY, AUGUST 30, 1910.

ANNEXATION OF KOREA.

From the text of the official Declaration and Treaty we publish to-day, the annexation of Korea by Japan has become practically an accomplished fact; and from the tone of articles and comments appearing on this subject in our last batch of Home and American Mail papers it is obviously apparent that Japan's absorption of the fruitful Peninsula is looked upon with no alarm in Europe and America: perhaps with a veiled equanimity but certainly with no spirit of hostility. In Korea itself it cannot be said that the same apathy of feeling exists amongst all sections of native life. Stern repressive measures have already had to be taken by Japan in order to make possible a punance in full of her declared programme of acquirement. Nor will there be declaration by Japan that the consummation of her scheme has been achieved serve to bring to a period those antagonistic movements against which she has had to battle since her first policeman entered Korea.

As a result of the Japanese authorities have prohibited the entry into Korea of

twelve newspapers, published in Tokyo, Osaka and Kiushu districts, on the ground that they contained matter detrimental to the public peace. So we are likely to see, at any rate, a strict system of Press censorship established and only officially approved papers to be allowed permission to enter the country. The *Taishan Anpo*, organ of the Taikan Association, was suspended, one day this month, from publication on the ground that matter detrimental to public peace had appeared in its columns. The Korean political parties, representing the three leading associations, had decided to support the annexation policy but to petition the Resident-General to grant a Diet to Koreans. But there are still constantly recurring little outbursts of discontent, indicative of the absence of utter unanimity. A little more than a week ago, three more prominent Koreans were arrested in Seoul, the Capital, for circulating wild rumours and attempting to create disorder. From Antung, it is reported the Chinese authorities and residents in that district view Japan's purposes in Korea with anything but friendly feelings, but the majority have come to regard the situation as irremediable and to surrender to force of circumstances. Of course, it is matter of history that neither forcible seizure of property by one nation from another nor peaceful acquirement or annexation can be accomplished without discontent being evinced by some section or other of the two main parties concerned. So that in this case it would be more than human to expect the annexation of Korea being effected without some ebullitions of temper being shown by factions in the weaker nation. The absorption of Korea into the Empire of Japan might not, and possibly would not have caused a moment's thought to the Powers of Europe a century ago, but now it has passed into the region of high politics; and it only remains for Japan to conciliate to the best of her ability those factions which so far have shown disinclination to see Japan assume supremacy over their own country.

U. S. AND THE OPEN DOOR.

It was, indeed, rather incongruous to see the United States leading off the dance when the tune was set to "The Open Door in Manchuria." Certainly after the ratification of agreement between Japan and Russia regarding the administration of Manchuria and their dual control of the railways, there was some—not to say a lot—of anxiety amongst the great trading nations. But that the first proposal to control the railways by a syndicate of the greater Powers should emanate from New York was hardly to have been expected: Japan's and Russia's prompt declination to accept the scheme rather ruffled the feelings of many Americans very badly. Yet some of their leading journals have very aptly described the situation as it is. The *Chronicle* of San Francisco, for instance, says:—"In the average American disposed to think that if Russia and Japan, with the passive assent of China, conclude to run things in Manchuria, to the monopoly of her trade, we are called upon to bridle up about it and talk about keeping the door to that trade open by force? A country which, like this, builds a protective wall about its own trade has no business to get excited in its demand for an open door to other people's trade preserves. It would have come to a pretty pass if Germany and England, which used to have a large trade with Hawaii, had demanded the open door to that acquisition when we shut them out, or equal trade privileges in Cuba when we protected ours there by a system of preferential duties, and talked force as an alternative. If the governments in control of Manchuria want to hold its trade, they can prove the right to do so by our own principles and our own precedents." All of which comes very near the truth. It is a law of nations that you cannot get something for nothing without a struggle—a fact that seems to have been momentarily ignored during that aberration of view in America when the "fight talk" began.

LOCAL AND GENERAL.

THREE weeks' hard labour was awarded a native at the Magistracy this morning for stealing a jacket on board a steam-l launch at Shan-ki-wan.

A NATIVE was given three weeks' hard labour and six hours' stocks at the Magistracy this morning for obtaining refreshments at Shek-tong-tai by means of false pretences.

CHU Sze, a tramp-keeper, was charged before Mr. J. B. Wood in the Police Court this morning with administering to a competitor at Shan-ki-wan on the 27th August a poison (not yet defined) whereby he caused the latter's death. The case was formally remanded.

THE Yokohama office of the C. P. R. Co. is in receipt of a wireless message from the R. M. S. *Empress of India*, which left Vancouver on the evening of the 19th inst., reporting all well and that the Commander expects to reach Yokohama at 8 a.m. on the 31st inst. At the time the message was despatched the steamer was 1,775 miles distant from Japan.

Drinks for the new Kodak postage stamps are now under the consideration of the State Council.

THE Shanghai Municipal Swimming Bath is now re-opened, evening to each week for married couples—on Thursdays from 7.15 till 10 p.m.

Mr. Hynes, the manager of the Ipoh branch of the Hongkong and Shanghai Bank, is engaged to Miss Gilman, sister of the magistrate at Ipoh.

THE tapping of 1,700 of the older trees on Chemor United Rubber Estates has already commenced and 500 acres are in course of being opened up.

THE manager of the St. Helena Rubber Company, Limited, reports that the output of the company's estate for the month of July amounted to 120 lbs. dry rubber.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 15th August, 1910, amounted to 7,316.38 tons and the sales, during the period, to 17,779.91 tons.

A COCK and two stokers from the *Hong Wan* were arrested at Singapore in a sampans on Friday night, 19th inst., in the act of bringing ashore illicit chandu valued at \$1,400. They appeared at the third police court on Saturday, and were remanded.

QUITE a flurry has been caused at Olongapo among the Americans by the rumour that gold has been discovered in the Cinco Peakas mountains, which are across the bay from the island station. Several prospecting parties are already under organization and a rush is anticipated.

THE Chinese, Malay and Indian communities at Penang propose to hold meetings to protest against the house to house small-pox inspection visits. It is declared that the Municipal Inspectors themselves are not disinfected. The full details of the object of the meeting are not quite known.

THE New York correspondent of the *Daily Mail* states that Mr. J. D. Rockefeller's physicians have ordered him whisky baths, owing to the fact that he is suffering from lowered vitality. He rises at daybreak for the purpose. It is added that the millionaire's enemies bitterly assailed him until the consumption of whisky was explained.

THE Glasgow Chamber of Commerce has decided to oppose the bill making it compulsory for steamers to be fitted with wireless telegraphy apparatus. The Glasgow Steamship Owners' Association says the bill is unnecessary and will impose great burdens upon purely cargo steamers, and seems merely in the interest of the wireless telegraph companies.

THE sugar crop in East Java, this year, is reported to be very satisfactory. There being no longer any fear of cholera, the sugar mills are working at full speed. The only complaint of planters is that the railway falls short in means of transport. Shippers at Sourabaya are handicapped by lack of cargo-boats. Many steamers that had been chartered have to wait long indeed before their turn comes.

THE Korean who attempted to commit suicide by cutting his throat with a pen-knife at the Astor House the other day, was this morning brought up before Mr. E. R. Hall, J. C. First Police Magistrate, who discharged him, pending the remittance of his passage money from home to return him to Seoul. As was already stated in our original account of the affair, the unfortunate man, who is in the employ of the Imperial Household at Seoul, was sent down to the Colony to effect the purchase of some tigers and elephants. The fact that he suffers from a state of mental aberration led him to commit the rash act. The man speaks good French.

HONGKONG SUGAR BARRED.

THE JAPANESE SUGAR TRUST.

On Friday morning, the 19th instant, says a Tokyo dispatch to the *Asahi*, the representative of the Dai Nippon, Yokohama, and Kobe Sugar Refining Companies met the representatives of the Taiwan, Eurusaki, Takasago, Toyo Mei, Nittika and Bain Sugar Companies, of Formosa, at the Tokyo office of the Taiwan Sugar Company and signed a contract to purchase 1,000,000 bags (100,000,000 lbs.) of crude Formosan sugar at the price of 16.60 per bag, valued in all at 16,600,000, the sugar to be delivered between November and May next. The dispatch adds that, the annual quantity of sugar refined in Japan Proper amounting to about 270,000,000 lbs., the sugar companies intend to purchase a further supply of Formosan sugar with a view to supplying this demand, when the import of sugar from abroad will be entirely checked.

ROYAL DRAWING SOCIETY.

LOCAL EXAMINATIONS.

The School Examinations of the Royal Drawing Society, London, were held this year for the first time in the London Missionary Training Home for Girls. The following results have been obtained:

Div. I, Honours 8, Passes 5;
Div. II, Honours 9, Passes 6;
Div. III, Honours 7, Passes 5;
Div. VI, Passing 1.

Annexation of Korea.

JAPANESE DECLARATION.

OFFICIAL TEXT OF THE TREATY.

Mr. T. Furusue, Consul-General for Japan has courteously favoured us with the following declaration of the Japanese Government regarding the annexation of Korea:—

Notwithstanding the earnest and laborious work of reforms in the administration of Korea in which the Government of Japan and Korea have been engaged for more than four years since the conclusion of the agreement of 1905, the existing system of government in that country has not proved entirely equal to the duty of preserving public order and tranquillity and in addition a spirit of suspicion and misgiving dominates the whole peninsula. In order to maintain peace and stability in Korea, to promote the prosperity and welfare of Koreans and at the same time to ensure the safety and repose of foreign residents it has been deemed abundantly clear that fundamental changes in the actual regime of Government are absolutely essential. The Government of Japan and Korea being convinced of the urgent necessity of introducing reforms, respectively to the requirements of the situation and of furnishing sufficient guarantees for the future have, with the approval of His Majesty the Emperor of Korea, concluded through their respective plenipotentiaries a treaty providing for the complete annexation of Korea to the Empire of Japan by virtue of that important act which shall take effect on its promulgation on the Imperial Government of Japan undertaking the entire government and administration of Korea, and they hereby declare that the matters relating to foreigners and foreign trade in Korea shall be conducted in accordance with the following rules:—

(1) The treaties hitherto concluded by Korea with foreign powers ceasing to be operative Japan's existing treaties will so far as practicable be applied in Korea; foreigners residing in Korea will as far as conditions permit enjoy the same rights and immunities as in Japan proper and the protection of their legally acquired rights subject in all cases to the jurisdiction of Japan. The Imperial Government of Japan are ready to consent that the jurisdiction in respect of cases actually pending in any foreign consular courts in Korea, at the time the treaty of annexation takes effect, shall remain in such courts until final decision.

(2) Independently of any conventional engagements formerly existing on the subject the Imperial Government of Japan will for a period of ten years levy upon goods imported into Korea from foreign countries or exported from Korea to foreign countries and upon foreign vessels entering any of the open ports of Korea the same import or export duties and same tonnage dues as under the existing schedules the same import or export duties and tonnage dues as those to be levied upon the aforesaid goods and vessels will also for a period of ten years be applied in respect of goods imported into Korea from Japan or exported from Korea to Japan and Japanese vessels.

(3) The Imperial Government of Japan will at a permit for a period of ten years vessels under the flag of Powers having treaties with Japan to engage in the coasting trade between the open ports of Korea and between those ports and any open ports of Japan.

(4) The existing open ports of Korea with the exception of Masampo will be continued as open ports and in addition Shinju will be newly opened so that vessels, foreign as well as Japanese, will there be admitted and goods may be imported and exported from those ports.

THE TREATY OF ANNEXATION OF KOREA.

is as follows:—

His Majesty the Emperor of Japan and His Majesty the Emperor of Korea having in view the special and close relations between their respective countries, desiring to promote to the common weal of the two nations and to assure permanent peace in the Extreme East, and being convinced that these objects can be best attained by the annexation of Korea to the Empire of Japan, have resolved to conclude a treaty of such annexation and have for that purpose appointed as their plenipotentiaries, that is to say, His Majesty the Emperor of Japan Viscount Masakata Teramichi, His Resident-General, and His Majesty the Emperor of Korea, Ye Wan Yong, His Minister President of State, who, upon mutual conference and deliberation, have agreed to the following articles:—

1. His Majesty the Emperor of Korea makes complete and permanent cession to His Majesty the Emperor of Japan of all rights of sovereignty over the whole of Korea.

Article 2. His Majesty the Emperor of Japan accepts the concession mentioned in the preceding article and consents to the complete annexation of Korea to the Empire of Japan.

Article 3. His Majesty the Emperor of Japan will accord to their Majesties the Emperor and Ex-Emperor and His Imperial Highness the Crown Prince of Korea and their consorts and heirs such titles, dignity and honour as are appropriate to their respective ranks and sufficient annual grants will be made for the maintenance of such titles, dignity and honour.

Article 4. His Majesty the Emperor of Japan will also accord appropriate honour and treatment to the members of the Imperial House of Korea and their heirs, other than those mentioned in the preceding articles, and the funds necessary for the maintenance of such honour and treatment will be granted.

Article 5. His Majesty the Emperor of Japan will confer posthumous and monetary grants upon those Koreans who, on account of meritorious services, are recognised as deserving such special recognition.

Article 6. In consequence of the aforesaid annexation the Government of Japan assume the entire government and administration of Korea and undertake to afford full protection for the persons and property of Koreans obeying the laws there in force and to promote the welfare of all such Koreans.

Article 7. The Government of Japan will, so far as circumstances permit, employ in the public service of Japan in Korea those Koreans who accept the new regime loyally and in good faith and who are duly qualified for such service.

Article 8. This treaty having been approved by His Majesty the Emperor of Japan and His Majesty the Emperor of Korea shall take effect from the date of its promulgation.

In faith whereof, etc.

ALLEGED EVENTS LEADING TO ANNEXATION.
The *Onaka* *Shinbun*, under the above title, gives a curious picture of the intrigues and cabals that prevail in the highest circles of Government in this country. According to this view, the annexation of Korea was conceived among "sensible men" in Japan before the abdication of the ex-Emperor of Korea. Two years ago, it is stated, the matter was openly spoken of among the Korean party known as the Il-chie-ko, and subsequently it is alleged there is reason to believe that the memorial which this party last year presented to the Emperor of Korea recommending incorporation by Japan was not unknown to Marquis Katsura, the Premier, before it was published. Mr. Soer, the Vice-Resident-General, had not been informed of this, however, with the result that by his instructions the Emperor of Korea refused to receive it, and the memorial was sent back. It is, of course, impossible to say how much truth there is in this, but the *Onaka* journal gravely relates the incident as if it was quite a natural thing for the Japanese Premier to instigate the sending of such a memorial, but to keep the Resident-General in ignorance of the intrigue.

According to this journal, when Prince Ito returned to Tokyo from Seoul in 1908, a conference of elder Statesmen and Ministers of State was held to consider what course should be adopted with regard to Korea. Prince Yamagata proposed that Prince Ito should retire, giving as his reason that it was to be regretted that Prince Ito should be compelled to pass the evening of his days in an alien land. This story is not improbable, because Prince Yamagata is the acknowledged leader of the military party, and Prince Ito was believed to be opposed to the policy of annexation. Prince Ito is represented, however, as subsequently being won over to the views of Prince Yamagata being "disgusted" that the Korean Emperor's journey in the interior, contrary to expectation, and awakened a strong patriotic feeling among the Koreans, as shown by the incident at Wiju Station, when a number of Korean school children suddenly displayed the Korean flag and refused to show the Japanese flag with which they had also been provided. We do not believe that Prince Ito was so small-minded as to regard as a vice in Koreans what would be considered as a virtue among Japanese. The Japanese journal goes on to say that just before his departure for Manchuria on the fatal journey from which he was not to return, Prince Ito attended a meeting at which Prince Yamagata and Marquis Katsura were present at which it was decided that Korea should be annexed to Japan. The whole story looks very much like an attempt to secure support for the "far right" party by representing that the step which has now been taken had the approval of such a distinguished and far-seeing statesman as Prince Ito, who is known up to a short time before his death to have been opposed to such a policy.

In conclusion the *Mainichi* says there can be no doubt that the Emperor of Korea will "resign" his title of Emperor at an opportune time and proceed to Tokyo to reside there, the result being that Korea will be ruled for ever as a part of the Japanese Empire. It was for giving currency to such a rumour in his paper, the *Dai Nippon Shinbun*, that the late Mr. Bethell was most bitterly attacked by the Japanese Government organs on the ground that he had deliberately published a false and outrageous statement with a view of exciting the people, though he was perfectly aware there was no truth in it.—*Japan Chronicle*.

A PLAINTIFF'S ILLNESS.

APPLICATION FOR COSTS.

Before Mr. Justice Huxford, Acting Puisne Judge, in the Court of Summary Jurisdiction this morning, the Man Chun firm sued Shun Yik Chow to recover the sum of \$23,000, being amount of balance due for money lent. The defendant entered a counterclaim, in which he sought to recover the sum of \$54.48 for balance due for labour supplied. Mr. F. C. Barlow, of Messrs. Goldring, Barlow, and Morel, appeared for the plaintiff and Mr. Otto Keog Sing represented the defendant.

Mr. Barlow asked for an adjournment on account of his client's indisposition.

Mr. Keog Sing claimed costs for every day that the case had been adjourned, which amounted to the sum of \$10.

After some discussion, the amount of the cost was fixed at \$5.

The hearing was adjourned to the 30th of October next.

RETURNING to Ochiai-China took a stride, the other day, by the establishing of the Dong Nai Haven Company, capitalised at \$5,000. The *Saloon* *Officer* looks upon it as showing a remarkable advance in that, for the first time, native capitalists are investing money in a French undertaking. To interest them with a matter of only two weeks. A year and a half ago the Suwanah Rubber Cultivation Company there had to take six months to raise \$50,000 of a debenture.

CROISER "PASCO DA GAMA."

IMPENDING DEPARTURE FOR LISBON.

After about two years in China waters, the Portuguese cruiser *Pasco da Gama*, which had been such a familiar figure in the harbour, was to have sailed for Manila this afternoon. Her departure has, however, been postponed on account of the threatened typhoon. As soon as the weather moderates the cruiser will leave anchor and shape a course southward. From Manila the *Pasco da Gama* will proceed to the Portuguese Colony of Timor, thence to Colombo and Portuguese Africa. After touring the Portuguese possessions she will return to Lisbon. The voyage is expected to last about four months.

CLAIM BY OFFICIAL RECEIVER.

\$17,000 DUE TO NAIVE BANK.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this afternoon, the case was resumed in which Mr. G. H. Wakeman, Official Receiver in Bankruptcy, sued Li Chi Chin to recover the sum of \$7,000 odd, being amount due to the Yik Lung Wo Koo bank for money lent and in connection with which a garnishee order was issued. Mr. M. W. Gladys, instructed by Mr. F. P. Hall, of Messrs. Dratton and Hett, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. C. E. H. Davis, of Messrs. Wilkinson and .rist, was for the defendant.

Mr. Slide stated that the claim of \$7,000 odd was attempted to be met by a series of defences, some of which were set up in the statement of defence and some by amendment which were taken as made. The first of these was simply this—that the defendant did not owe the money. The limitations of that plea was well-known. On the face of the evidence by the defendant, the money still remained owing. The defendant never denied having received any single item from the Yik Lung bank, but with regard to the \$1,000 item, he said he borrowed the money from Lai Hing and that Lai Hing owed the money, not him. The money mentioned in connection with the temporary loan book were admitted but with regard to the larger items, he said that he received them for and on behalf of other persons. The defendant's case did not depend solely on the books but the books plus defendant's admissions.

THE STRANDING OF THE "MONGOLIA."

THE ALLEGED STATEMENT OF CAPTAIN KIT.

The *Onaka* *Shin* of the 20th instant states that Mr. Schwerin, Vice-President of the Pacific Mail Steamship Company, who was staying at Hakone, was supposed to read the alleged statement said to have been made by Captain Kit, master of the *Mongolia*, before the Marine Court at San Francisco, to the effect that the commander of the Japanese cruiser *Tokai* refused to render assistance to the *Mongolia* when she was in distress at Shimizu. Immediately he returned to Tokyo, Mr. Schwerin telegraphed to San Francisco inquiring about the matter, and received a reply denying that Captain Kit made any such statement as reported. The original telegram sent to Japan from San Francisco was based upon a report published in the *San Francisco Chronicle*—*Japan Chronicle*.

THE COLOWAN PIRACIES.

AMUSING HOME ACCOUNTS.

Even to this day highly coloured descriptions of the Colowan affair continue to occur. This is from the last London *People*:—

The Portuguese Government has received news of the extermination of the Chinese pirates who survived the recent bombardment of gobabais in the island of Colowan. Two were killed, nine were wounded, and 24 were captured. The pirates evaded the Portuguese frigate during a heavy thunderstorm, but two of their number, who had been taken prisoners volunteered, if their lives were spared, to guide the troops to the pirates' last stronghold. The way led through a narrow ravine among the mountains, and at the end of the path was a cave in which the pirates lay. Its mouth was surrounded by some of the troops, who barred the egress, while others entered the cavern and attacked the pirates. They fought desperately in the semi-darkness, and it was not until after a fierce hand-to-hand fight that the troops gained the mastery. Within the cave the soldiers found five women and three children in chains. They were almost skeletons and were doomed to death, as it was impossible for them to pay a ransom.

CAPTAIN AND LOST SHIP.

STRANGE METHOD AT SEA.

A London newspaper records that the resumed Board of Trade inquiry at Cardiff into the loss of the steamship *British Star*, the captain (Paul Braun) said the reason they returned a third time to the ship after leaving in the life-boats was that he had read in a paper of a steamer abandoned in the Atlantic by a tow by an Allan liner, and of danger of leaving a ship that might become a derelict. "I thought that perhaps we could do something which would make her sink quicker," he added, that it was marvellous that this steamer kept afloat so long.

Mr. Williams (for the underwriters) it is rather startling to be accused of getting a ship so soon?—Yes, very.

Witness denied getting Greek money to make certain statements.

The result of the inquiry is not yet known.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
	"ALLAN LINE" FRIDAY, JAN. 13TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon-Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

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D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHOISANG	WEDNESDAY, 31st Aug., Noon.
TIENTSIN	CHIPSUNG	THURSDAY, 1st Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 2nd Sept., 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	NANSANG	MONDAY, 12th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	POKSANG	WEDNESDAY, 14th Sept., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaisang, Namang* and *Yokohama* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin & Newchwang.

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JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 30th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st Aug., 4 P.M.
HAIPHONG	"SROGAN"	1st Sept., 8 A.M.
SHANGHAI	"CHENAN"	1st " 4 P.M.
IOILO & CEBU	"KAIFONG"	2nd " 4 P.M.
OHEFOO & NEWCHWANG	"NANOHAS"	6th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, twice weekly.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

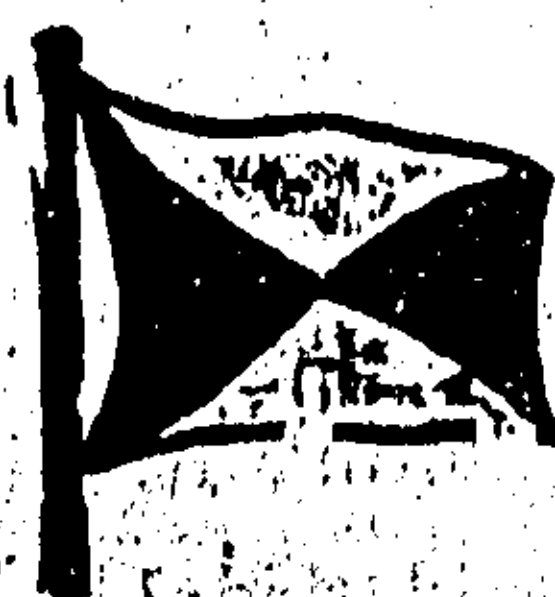
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Cheow, Linan, Chienhai*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.
Telephone No. 36.
Hongkong, 30th August, 1910.

HONGKONG—MANILA.
CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
CAIRO	2540	A. Fraser	MANILA	SATURDAY, 3rd Sept., at Noon
KUBI	2540	E. Rodger		SATURDAY, 10th Sept., at Noon

For Freight or Passage, apply to **SHEWAN TOMES & CO.,**
General Managers.
Telephone No. 110.
Hongkong, 30th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 31st Aug., at Noon.
SHANGHAI via SWATOW, AMOY and FOCHOW	"CHOSHUN MARU" Capt. T. Suiuga	THURSDAY, 1st Sept., at Noon.
TAMUI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 4th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.
1st Class, 875.00
2nd Class, 555.00
3rd Class, 327.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th August, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathieson, Tons 7000 MIYASAKI MARU, Capt. F. Murai, Tons 9000 KANAGAWA MARU, Capt. C. H. Butler, Tons 7000	WEDNESDAY, 31st Aug., at Daylight. WEDNESDAY, 14th Sept., at Daylight. THURSDAY, 8th Sept., at 5 P.M.

VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. Horidshi, Tons 7000	SATURDAY, 10th Sept. From KOBE.
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VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawata, Tons 7000	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
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SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., Noon.
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BOMBAY, VIA SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 6th September.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 31st Aug.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
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KOBE and YOKOHAMA	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 1st Sept., at 5 P.M.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers Calling at Saigon. † Omitting Keelung & Shimizu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUBOMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, OCEAN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.

(Through Bills of Lading issued for B. F. A. V. I.,
PENINSULAR GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain S. Barcham, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 10,900 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India, and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Persia* due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 22nd August, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"
Captain B. W. H. Snow, will leave for SHANGHAI TO-MORROW, the 31st inst., at 5 P.M.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS."

Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th August, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK

S.S. "LENNOX" On or about 3rd Sept.
S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR
VICTORIA, VANCOUVER, B.O.,
SEATTLE AND TACOMA VIA
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On or about
<i>Banjo</i>	6,212	F. S. Cowley	27th Sept.
<i>Kamato</i>	6,212	O. J. McGill	20th Oct.
<i>Albatross</i>	4,593	J. Boyd	10th Nov.

Calling at Amoy and Keelung. Sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th August, 1910.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports, on FRIDAY, the 2nd September, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 29th August, 1910.

Consignee.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of August, at 9.30 A.M.

All Claims must reach us before the 4th of September, 1910, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 23rd August, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 29th August, 1910.

For Sale.

FOR SALE

AT
GRACA & CO.,
27, DES Vaux ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packs, Bags and Single.
Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds, Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.
&c. &c. &c.

Inspection invited.
Hongkong, 17th January, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES

FOR SALE.

12, D'ESCLAIR STREET,
HONGKONG.

Hongkong, 1st September, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$30 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per month are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Back subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional 12.5c per quarter is charged for postage.

B. Kiddie	Shanghai
Isakherber	Wal-hai-wai
B. O. Washington	Shanghai
M. E. H. Donovan	Hongkong
L. P. Heard	Shanghai
West	Hongkong
U. T. Borrett	Shanghai
G. O. C. E. Lloyd Thomas	Hongkong
Sha Nicholas	Shanghai
Mander B. J. Gay, V.C.	Wal-hai-wai
Mander H. S. Moore	Wal-hai-wai
Mander G. C. Heathcote	Wal-hai-wai
Farguskar	Wal-hai-wai
Mander T. J. S. Lyne	Yangtze
C. Lastermunk	Borneo
C. C. Cayley	Wal-hai-wai
E. Power, M.V.O.	Wal-hai-wai
Mander G. P. Leith	Was River
Mander C. H. Woodward	Yangtze
H. Stevenson	Wal-hai-wai
Mander A. A. Mellis	Hongkong
Mander E. J. Southby	Was River
Mander J. B. Baskby	Yangtze
Barlow	Hongkong
C. J. Eyles	Hongkong
Mander R. J. Buchanan	Yangtze
dr. M. B. Ballie Hamilton	Yangtze
C. Lloyd-Thomas	Wal-hai-wai
Mander R. L. Hancock	Singapore
Mander C. B. Harford	Hongkong
Mander M. H. Wilding	Yangtze
dr. B. R. Brooks	Yangtze
Mander G. F. A. Mulock	Yangtze

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,100,000 \$15,000,000	\$2,027,018	£2.5/- for half year ending 31.12.09 @ ex 1/91 = \$15.11	5 %	\$25.0 buyers \$24.95
National Bank of China, Limited	99,925	£7	£6	£4,000 \$5,000,000	\$30,552	\$2 (London 2/6) for 1909	...	\$7.6 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,353 \$104,791 \$181,000	none	\$10 for 1908	6 %	\$65 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 221,000 Tls. 235,515 Tls. 146,180	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 £1,000,000 £1,000,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,204	\$77,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,911 \$361,168	\$418,406	\$6 and bonus \$2 for 1908	7 %	\$111 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$416,218	\$27 for 1908	8 %	\$340 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$57,743 \$230,000 \$100,000	Dr. \$37.7	5 % for 1906	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$230,000 \$100,000	NIL	2 1/2 for year ending 30.6.1908	...	\$17 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$230,000 \$230,000 \$230,000	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$33 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,100	£ 537.8	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.15	...	\$60 sellers
Do. Do. (Deferred)	60,000	£5	£5	£138,100	£ 537.8	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	88 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£100,000	£12,994	A dividend of 7 % for yr. ending 30.4. 1910	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$71,850 \$66,681	\$1.159	A bonus of 5 % for yr. ending 30.4. 1910	4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$120,000 \$81,680	Dr. \$7,090	\$10 per share for 1909	6 %	\$160 ex div.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,891	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,021	Tls. 10 for year ending 31.12.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£15,000 £12,289	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4 1/2	none	\$1 per share 15th dividend	5 %	\$71 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$31,093 \$40,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$53 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$221,000 Tls. 1,000,000	\$12,765	Interim of \$1 1/2 for account 1909	...	151
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all '08 - 9/10	6 1/2 %	Tls. 76
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 601,817 Tls. 1,000,000 Tls. 125,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000 Tls. 1,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	\$24,011	\$1.20 on old and 60 cents on first new issue	8 %	\$26 buyers
Hongkong Hotel Company, Limited	125,000	\$10	\$10	\$1,000 \$1,000	\$1,277	\$1.50 on old shares and 1.30 on new shares	3 %	\$84 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$150,000 \$25,000	\$27.9	Final of \$1 1/2 making \$7 for year end. 31.12.09	7 %	\$100 ss. and b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000 \$25,000	\$5,471	45 cents for 1909	6 %	\$81 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$29	\$2 1/2 for 1909	2 1/2 %	\$51 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,251,045 Tls. 30,000	Tls. 63,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 122
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,938	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$39
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 40,000	Tls. 20,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000 \$1,000	\$9,552	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,378	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 68 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 31,173	Tls. 1,173	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	£1,500 \$40,000	£648	15 % per share for 1908	...	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	60 cents for 1909	6 %	\$81 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61.38	10 cents for year ended 28.2.06	...	\$1.40 buyers
Do. Do. (Special shares)	50,000	\$12 1/2	\$12 1/2	none	\$602	80 cents for 1909	9 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,891	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$5 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,798	A dividend of \$1.30 per share and a bonus of 10 cents	6 %	\$10 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000 \$40,000	\$7,616	Final of \$3 for 1909	6 %	\$135
Hongkong Ice Company, Limited	50,000	\$25	\$10	\$40,000 \$40,000	\$9,170	Final of \$1 making in all \$2 for 1910	9 %	\$21
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 247,500 Tls. 61,014	Tls. 316,682	1st interim dividend of Tls. 12 1/2 for 1910	5 %	Tls. 1,302 1/2
Maatschappij van Mijn. Bosch en Landbouwerij op de Lantak, Limited	25,000	Gs. 100	Gs. 100	Tls. 61,014	...	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	11 %	\$14 sellers
Park Tramways Company, Limited	25,000	\$10	\$10	none	\$3,014	None	...	\$11.50 sellers
Park Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	...	\$10
Philippine Company, Limited	75,000	\$10	\$10	Tls. 21,820 Tls. 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 155
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year	...	\$20 sellers
Societe des Papiers et Papeteries du Tonkin	12,200	50	25	none	none	None	...	\$200 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$11,006	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$127.86	10 % for year ending 31st May 1910	1 1/2 %	\$51 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$10,000	none	60 cents for year ending 31.12.08	8 %	\$7 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$48	60 cents per ord. share for year ending 31.5.09	5 %	\$17 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	none	\$1,041	35 cents for 1909	11 %	\$5 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$9,000	\$2,613	None	...	\$6 1/2
William Powell, Limited	15,000	?	?	none	\$723	None	...	\$2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

THE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

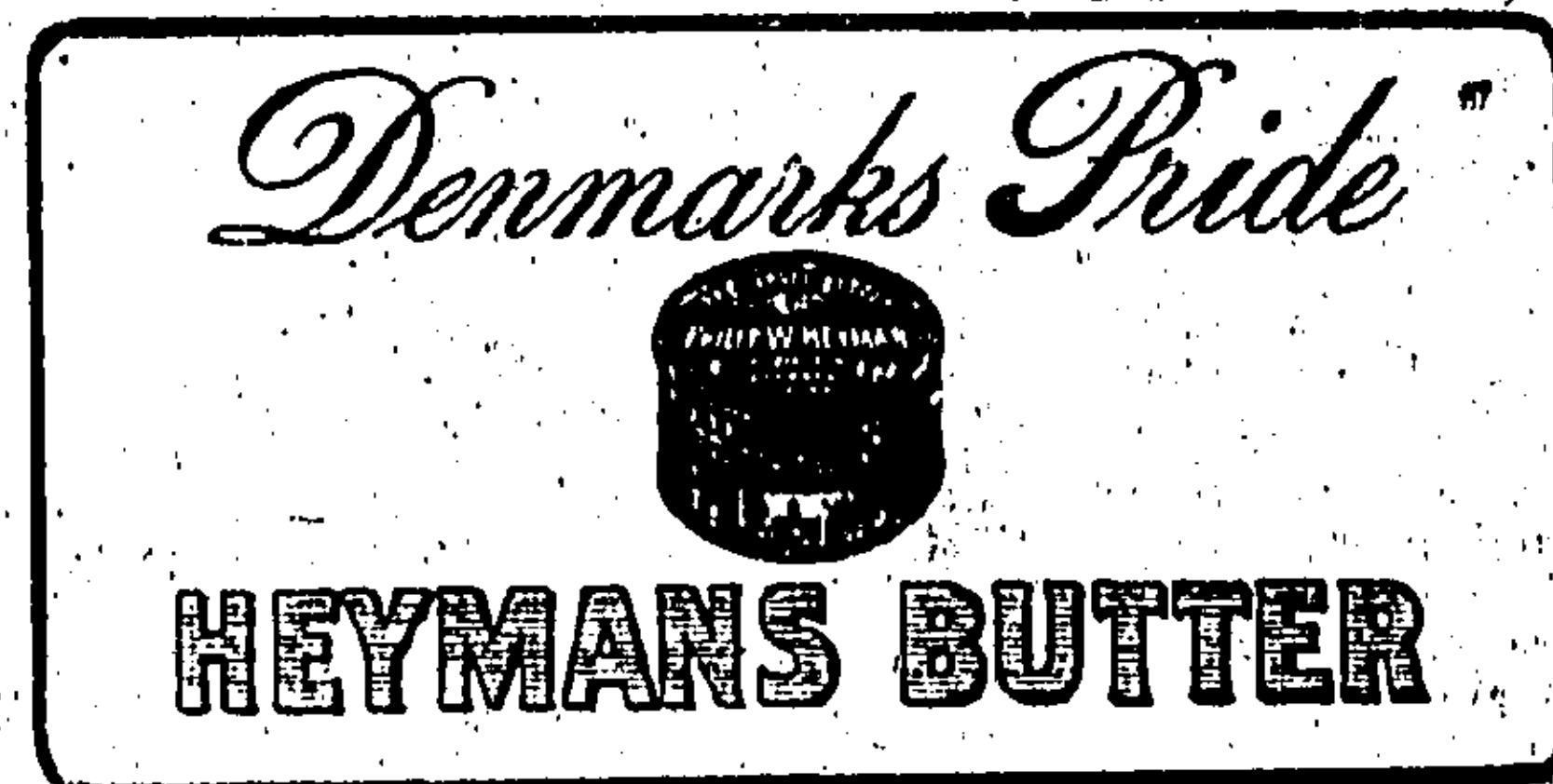
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.
BRITISH CANADIAN LUMBER CO., LTD.
VANCOUVER LUMBER CO., LTD.

ORIENTAL REPRESENTATIVE:

THIRD FLOOR,

P. KEITH MACKEDIE.

HOTEL MANSIONS,

Hongkong.

NOW OFFERING

BRITISH COLUMBIA FIR LUMBER

In all sizes, lengths, and grades.

Hongkong, 24th August, 1910.

1559

Hotels.

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

Hongkong, 10th August, 1910.

W. GALLAGHER, Manager.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and July, 1910.